

The Reservist

March-April 1983

U.S. Department
of Transportation

United States
Coast Guard



unclas

Fellow Reservists,

In my capacity as the Reserve member to the Coast Guard Mutual Assistance Board of Control, I extend my personal greetings to you.

As you know, Coast Guard Mutual Assistance is the Coast Guard's program of providing a "helping hand" to our members all over the world. As a reservist, funds are available to you in the form of the Emergency Loan Program and the Admiral Roland Student Loan Program. Emergency loans provide assistance to persons who, unfortunately, suffer personal or sudden financial loss, rendering them incapable of maintaining basic needs, i.e., food, clothing, or shelter. The Admiral Roland Student Loan Program can assist in financing post-secondary education (under-graduate or graduate), technical, or vocational education.

Last year, Coast Guard Mutual Assistance provided over two million dollars through the Emergency Loan Program and over \$1,850,000 in educational loans to Coast Guard family members. With economic conditions as they are, the need for Mutual Assistance is stronger now than ever before. Your support is a vital ingredient to this fine program, and I encourage each of you to help us continue to "look after our own."


ROBERT E. FRANCIS
LTJG, USCGR

Two Reserve units won the ROA (Reserve Officers Association) Congressional Award for FY 1982. This award annually honors the most outstanding Reserve Unit or Group.

Evaluation is based on training and activities which enhance readiness, augmentation performed in support of regular Coast Guard missions, and accomplishments in public and community-oriented activities--the "Citizen Sailor" concept.

The awards were presented to CDR (CAPT-select) Robert E. Myers of Coast Guard Group Baltimore and CDR Jerry D. Sparrow of Coast Guard Reserve Unit San Antonio.

The successful efforts of these COs, their people, and the commanders of the Fifth and Eighth districts are respected and appreciated.

Reservists, please note that The Reservist magazine staff cannot process address changes directly. If you are in the Reserve and are not receiving the magazine at your present address, notify your district (r).

On the cover-- A SPAR sounding a bugle call is silhouetted in an archway of the Palm Beach Hotel which was converted into a Coast Guard training station for enlisted SPARs during World War II. Coast Guard historical photo.

The Thirteenth District won the Admiral Russell R. Waesche Award. This award annually honors the most outstanding Coast Guard district with respect to Reserve affairs. It is a memorial to the exceptional foresight, understanding and wisdom of Admiral Waesche in conceiving, planning and developing the Coast Guard Reserve.

The most outstanding district and the runner-up district were evaluated in five areas of Reserve training: Readiness Evaluation 65%, Augmentation Training 10%, Formal Training 10%, Strength Management 10% and Non-Resident Courses 5%.

The Fifth District was selected as the runner-up. Only half a point separated the scores.

An award plaque was presented to RAD1 C. F. De Wolf Commander, Thirteenth Coast Guard District. RAD1 C. F. De Wolf and RAD1 J. D. Costello (Commander Fifth District) are heartily congratulated for their accomplishments.

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This material is printed as information only and is not authority for action.

Members of the Coast Guard Reserve are invited to submit articles, photographs and artwork to the editor for possible publication. By-lines will be given.

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CG-288

Admiral's corner

In my discussions with reservists throughout the Coast Guard Reserve I am becoming aware of a growing perception that the emphasis placed on mobilization training and readiness is being interpreted as a signal to stop Augmentation Training. A major departure from Augmentation Training in favor of a formalized classroom program is not in the future. Reservists who participate in the day-to-day operations of Coast Guard units gain skills that are related to mobilization requirements.

I believe that the apparent increase in emphasis on mobilization training during the past several years stems from the following factors:

- a. Since the Augmentation Training program has been so successful, it has required less attention from management.
- b. Some specific mobilization skills not routinely available during Augmentation Training have become the training objectives of much of our formal training.
- c. The active service Coast Guard has increased its emphasis on mobilization readiness which has resulted in readiness planning and mobilization exercises.
- d. Changing operating profiles in some operational missions areas, particularly boating safety and marine safety, have reduced augmentation-training opportunities in some of the traditional functions, creating some changes in local unit operations.

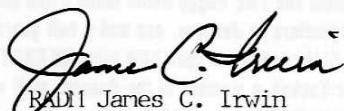
Our basic philosophy continues to be that actual performance of daily Coast Guard missions provides the best overall training for mobilization. In addition, there are many other positive attributes of Augmentation Training. Daily interaction with active duty personnel creates an increased mutual appreciation of each component's talents and an understanding of its problems. The positive contribution to the Coast Guard's peacetime mission provides immense job satisfaction to many reservists and a powerful demonstration to the public of our cost-effectiveness.

Notwithstanding all of the benefits of Augmentation Training, I am concerned about the number of individual reservists who do not appear to understand their mobilization tasks and responsibilities.

It is extremely important that our Reserve works toward its mobilization mission. To this end, every Coast Guard reservist must know the answer to the following questions:

- a. What is my mobilization assignment?
- b. How does my augmentation training duty prepare me for this mission?
- c. What other skills do I need for mobilization?
- d. How am I going to get the skills and knowledge? -- Correspondence Courses? ADT? Unit training programs? Changed Augmentation assignments?
- e. As I advance in my rating, how will the above factors change?

Answers to these questions provide the essence of a career development plan that takes maximum advantage of local augmentation-training opportunities and adds formal training to fill in the gaps. Our program's objective is to find the mix which will make the most out of our Augmentation Training and thus improve mobilization readiness. The challenge for, and responsibility of managers of the Reserve program, all the way from the Chief Petty Officer section leader in a Reserve unit to the Chief, Office of Reserve, is to identify needs and opportunities for training--and to see that it is provided. Where alternative augmentation-training opportunities exist, choose those where the mobilization training benefit is greatest. Where augmentation-training opportunities lack some elements of the mobilization mission, supplemental training must be developed.


RADM James C. Irwin
Chief, Office of Reserve

brief comments

Who ever heard of a health services tech?

A new Coast Guard rating, health services technician, was recently created by combining the hospital corpsman and dental technician ratings. As a result of this merger, a 19-week Class A School at the Coast Guard Academy in New London, Conn. has replaced both the HM and DT Class A schools. Any reservist who has requested HM Class A School for the summer of 1983 should resubmit a CG-3453 and request HS Class A School.

E-4 and E-5 Reserve dental technicians who desire to remain in the Selected Reserve as HSs must complete a 10-week Class C course prior to December 1984. Those who do not complete this cross training must pursue a lateral change in rating if they want to remain in the Selected Reserve.

After December 1984, initial enlistment DT3's and DT2's who

have not completed the ten-week Class C School or have not "lateraled over" will not be eligible for advancement; similar non-initial enlistment reservists will be placed in the IRR.

Former DT's (E-4 and E-5) who are in their first enlistment in the IRR will not be allowed to re-enlist or extend unless they complete the cross training or are granted authority to pursue a lateral.

E-4 and E-5 Reserve hospital corpsman will be given the opportunity to attend a 5-week Class C School for dental training. This training is not required, but all reservists who are able to attend are strongly encouraged to do so.

HM or DT (E-4 and E-5) reservists who attend appropriate Class C training will satisfy their annual training requirements for two consecutive anniversary years. However, retirement points

for the cross training will only be credited to the anniversary year in which the training is performed.

HS rating correspondence courses, practical factors, and service-wide examinations are being developed. Pending their availability, existing HM and DT requirements must be met as required before the merger. Beginning with the April 1983 Reserve-administered service-wide examination, test results will be published in a consolidated HS advancement list.

The new HS insignia is the old HM rating insignia. All prior DTs will be furnished two HM rating insignia.

HS personnel in paygrades E-6 and above will be required to complete a special correspondence course within one year of its availability date through the Coast Guard Institute. For HS Class C school dates, see page 6.



The Reserve makes a match. PS3 Joe Ricciuto and YN2 Peggy Smith 'found a find and caught a catch.' They were married in the Office of Reserve, Headquarters in January, one and a half years after they met while undergoing REBI at Training Center Alameda. At the end of last year, both received SADT orders which brought them to Coast Guard Headquarters. YN1 Rece Tucker, a member of the Reserve staff who is also a minister at a local church, performed the wedding ceremony. Photo by PA3 Pete Grossetti.

Correspondence courses

Home address first

Reserve unit commanding officers and training officers who order Coast Guard Institute correspondence courses for unit personnel should, as a rule, insert the student's home address in the mailing address block on form CGI-2100.

If the student's home address cannot be used for UPS delivery and the Reserve unit has an assigned full-time stationkeeper, the unit's mailing address may be used in lieu of the student's. (All Institute courses are delivered by UPS.) In this case, the remarks section of form CGI-2100 must reveal that a stationkeeper is on board. If the Reserve unit does not have an assigned stationkeeper, the student's place of employment or telephone number where the student can be reached during the day should be listed.

New requirement for practical factors forms

New CG-3303C rating and military requirements practical factors forms have been available (but not mandatory) for Reserve use since 1981. The new practical factors forms will be mandatory for each enlisted reservist seeking advancement in the October 1983 and subsequent cycles.

Practical factors are the stated occupational skills and abilities that you, as a petty officer or prospective petty officer, must satisfactorily demonstrate for advancement in the Coast Guard Reserve. Demonstration of these may be accomplished in actual settings or under simulated conditions.

Practical factors are divided into two general categories: professional requirements and military requirements. The requirements printed on forms CG-3303C are a restatement of the practical

cal factors requirements found in the Enlisted Qualifications Manual (COMDTINST M1414.8), and allow ease of reference and application for both the evaluator and the performer.

Each candidate must satisfactorily demonstrate the practical factors for the rate being sought. Because practical factors are under continual review and periodic change, the candidate must ensure that new practical factors added to the Qualslan are notated in the block labeled "Additional Factors" located near the back of the CG-3303C form.

This can only be accomplished by comparing form CG-3303C with pertinent sections in the most recent Qualslan. The comparison should be done with the help of your unit training officer or your evaluator well in advance of the exam request form CG-4716

submission deadline.

The unit CO will refuse recommendation for your participation in the exam if you have not completed all of the required practical factors.

All but one of the rating practical factors forms CG-3303C were revised October 1981. The YN rating form was revised in June 1982.

You should remember that commencing with the October 1983 exam cycle, you MUST use the revised rating and military requirements practical factors forms and you MUST update them for new practical factors added to the Qualslan.

(YN candidates note: The June 82 form CG-3303C for YN is up-to-date with Change Two and does not require the addition of practical factors through that Change.)

Bowling event for reservists

The first annual Reserve Forces Bowling Event will be held in Milwaukee, Wis. July 8-10 1983. The competition is open to all members of the Reserve forces, their civilian employees, and dependent spouses of both. The entry fees are as follows: \$50/team, \$20/double \$10/singles and \$2/all events (optional).

The event is co-sponsored by Red Carpet Celebrity Lanes and Miller High Life. All participants are solely responsible for transportation and accommodations interested people should call Chief Bernie Nowinski (FTS 353-4645) or write to:

First Annual Reserve Forces

Bowling Event

Gen. Billy Mitchell Field

DPID

300 East College Ave.

Milwaukee, WI 53207

for entry forms which must be received by April 30.

Helpful changes to WO exam

The next Warrant Officer exam will be given in Feb 1984--not Dec 1983. Official announcements concerning the exam and the specialties open for advancement will be published in a COMDTNOTE (1417) during August or September. These date changes will put more time between selection announcements and the cut-off date for the next year's exam cycle.

The selection board will still meet in August 1984 and appointments will not be delayed because of the change in the exam schedule.

Other changes being considered may allow qualified candidates to

take the Warrant Officer exam even if there are no vacancies in their specialty. This practice would familiarize candidates with exam content and format and should help them achieve higher scores. However, only those Reservists competing in specialties with vacancies would be considered by the Warrant Officer Selection Board.

When final decisions are made, changes in the Warrant Officer selection process will be announced in a COMDTNOTE or a change to the Reserve Administrative Manual (COMDTINST 11001.26--old CG-296).

brief comments

New Advance Orders for

In February 1983, the Coast Guard Reserve switched to a new computerized LOBSYSTEM (mobilization system). As a result of the change, your preprinted Advance Orders for Mobilization (LOBORDERS) will be printed on a new form, CG-4911 REV. 2-82 (see figure 1). The form is compatible with new military readiness plans and will make for more stability and less turnover in mobilization billet assignments. Also, the new form is easier to read and provides more information that is relevant to your mobilization training assignment.

LOBSYSTEM is a series of computer programs that matches Reservists to mobilization billets according to rate/rating and qualification codes/experience indicators. Once you are matched to a billet, LOBSYSTEM prints Advance Orders for Mobilization which are mailed to you by the district. The new LOBSYSTEM works basically the same way the old system did, but it is more flexible and efficient.

The main changes to the orders portion (see figure 2) are addition of fields 17, 18, 19, 22, 23, 24, 25. Field 17, "Duty", gives you a plain-English description of your mobilization billet and is derived from the new force components. Field 24, "Sequence No.," is a unique number that matches you to your specific LOB billet. The rest of the fields is self-explanatory.

Figure 3 shows the back side of the form. The instructions have been shortened and simplified.

Processing of your LOBORDERS will remain the same; the orders portion (middle section, figure 2) is to be signed and kept with you at all times, and the acknowledgement portion (bottom section) is to be signed by you and sent back to the district.

Be sure that you do not destroy your old LOBORDERS until you receive your new ones.

DEPARTMENT OF TRANSPORTATION U.S. COAST GUARD CG-4911 (REV. 2-82)		ADVANCE ORDERS FOR MOBILIZATION	
<p>THESE ADVANCE ORDERS FOR MOBILIZATION ARE NOT TO BE INTERPRETED AS A RECALL TO ACTIVE DUTY AT THIS TIME, OR AS AN INDICATION THAT MOBILIZATION IS ANTICIPATED IN THE NEAR FUTURE. SEE INSTRUCTIONS ON THE REVERSE OF THIS FORM FOR FURTHER INFORMATION.</p> <p>YOU ARE TO:</p> <ol style="list-style-type: none"> (1) Read all instructions on the front and reverse of this form. (2) Detach and sign the orders portion of the form and keep it with you at ALL times. (3) Detach the acknowledgment section of the form, make corrections to the information contained thereon as needed, sign and date it, and return it and the enclosed card in the preaddressed envelope provided. 			
From: Commander, Coast Guard District			
1. TO	2. DATE ISSUED	3. PAY BASE DATE	4. DATE VOID
5. BAG VALIDATED FOR	6. SEN	7. HOUR/DAYS DEPT. HOME	
<p>In the event of enemy attack on the United States, an order to effect general mobilization, or an order from competent authority, you are ordered to report for extended active duty within days to:</p>			
8. FOR FURTHER TRANSFER	9. HOUR/DAYS REPORTED	10. MODE OF TRANSPORTATION USED	
11. HOUR/DAYS DEPARTED	12. MEAL TICKETS ISSUED NOS.	13. SIGNED	
14. HOUR/DAYS REPORTED	15. MODE OF TRANSPORTATION USED	16. SIGNED	
17. DUTY	22. DATE OF LAST PHYSICAL	23. DATE OF LAST NATIONAL AGENCY CHECK	
18. BILLET QUAL CODE/EXP IND	24. SEQUENCE NO.	25. DATE OF MATCH	
19. MEMBER QUAL CODE/EXP IND	26. DATE OF MATCH	27. DATE OF MATCH	
20. UNIT I.D.	28. DATE OF MATCH	29. DATE OF MATCH	
30. DATE OF MATCH	31. DATE OF MATCH	32. DATE OF MATCH	
IF UNABLE TO REPORT TO MOBILIZATION SITE, SEE REVERSE SIDE FOR INSTRUCTIONS			
RETURN THIS PART			
DEPARTMENT OF TRANSPORTATION U.S. COAST GUARD CG-4911 (REV. 2-82)		MOBILIZATION ORDERS ACKNOWLEDGMENT	
TO: Commander, Coast Guard District (r)			
FROM:			
		ADDRESS CORRECTION REQUESTED	
READ, DATE, AND SIGN ACKNOWLEDGMENT		VERIFY AND CORRECT	
<p>I HEREBY ACKNOWLEDGE RECEIPT OF OFFICIAL U.S. COAST GUARD MOBILIZATION ORDERS TO REPORT TO:</p>		<p>RANK/RATE</p> <p>DESIGNATION/TRAINING RATING</p>	
<p>PAY BASE DATE</p> <p>SOCIAL SECURITY NUMBER</p> <p>DATE OF MATCH</p>		<p>BAG VALIDATED</p> <p>MEMBER UNIT NUMBER</p> <p>DATE OF MATCH</p>	
<p>WITHIN _____ DAYS AFTER ENEMY ATTACK ON THE UNITED STATES OR A CALL FOR GENERAL MOBILIZATION HAS BEEN ISSUED, I HAVE READ AND UNDERSTAND THESE ORDERS AND INSTRUCTIONS. I HAVE DESTROYED ALL PREVIOUSLY RECEIVED MOBILIZATION ORDERS.</p>		FOR OFFICE USE ONLY	
<p>SEQUENCE NUMBER</p> <p>PHASE DATE</p> <p>DATE ISSUED</p>		<p>OPTIMUM UNIT NUMBER</p> <p>MOB/FAC NUMBER</p> <p>DATE VOID</p>	
<p>SIGNATURE OF RESERVIST _____ DATE _____</p>			
RETURN THIS PART			

Figure 1

Mobilization

From: Commander, Coast Guard District

1. TO	2. DATE ISSUED	3. DATE VOID
4. PAY BASE DATE	5. SSN	
6. BAG VALIDATED FOR	7. HOUR/DATE DEPT HOME	
In the event of enemy attack on the United States, an order to effect general mobilization, or an order from competent authority, you are ordered to report for extended active duty within days to:		
8. HOUR/DATE REPORTED	9. HOUR/DATE REPORTED	
10. MODE OF TRANSPORTATION USED	11. HOUR/DATE DEPARTED	
12. QTR NO. ISSUED FROM TO	13. MEAL TICKETS ISSUED NO.	SIGNED
14. HOUR/DATE REPORTED	15. MODE OF TRANSPORTATION USED	
16. SIGNED	17. DUTY	22. DATE OF LAST PHYSICAL
18. BILLET QUAL CODE/EXP IND	19. MEMBER QUAL CODE/EXP IND	23. DATE OF LAST NATIONAL AGENCY CHECK
20. UNIT I.D.	21. SEQUENCE NO.	24. DATE OF MATCH
25.	26.	
IF UNABLE TO REPORT TO MOBILIZATION SITE, SEE REVERSE SIDE FOR INSTRUCTIONS		

Figure 2

INSTRUCTIONS

You must immediately report in accordance with these orders, without awaiting further instructions, if:

- (1) There is an enemy attack on the United States or its territories, or
- (2) Full mobilization is ordered by the President of the United States or other competent authority.

You will report to: The MOBSITE identified in block 8. If block 8 is empty, then report to MOBSITE identified in block 13. If the MOBSITE is destroyed or you cannot reach it, report to the nearest Coast Guard or other military activity for further instructions.

You will travel: By any means available. You will travel to your initial reporting site at your own expense, subject to reimbursement by the government as authorized by law. These orders cannot be used as a transportation ticket.

You must bring: Your Coast Guard I.D. card, a complete set bag.

Do not bring: Dependents and/or household effects.

AMPLIFYING INSTRUCTIONS

In addition to automatic call up for mobilization, you may receive involuntary orders to active duty for a partial mobilization or a limited military emergency. The district commander will direct you under what conditions and where to respond. You can be retained for not more than 24 months in an involuntary partial mobilization or not more than 90 days for an involuntary emergency call up for military operations.

Authority to move your dependents and/or household effects will be held in temporary suspension pending approval by the Commandant at a later date.

Upon mobilization, you are required to report to your duty station no matter what your state of health. If you are deemed unfit for duty, you may be returned home. If you are incapacitated at home when mobilization occurs, you must immediately notify your reporting station and request an official delay in reporting.

You are urged to make all practicable advance arrangements to prepare yourself and your family for the execution of your orders.

FOLD ALONG THIS LINE

U.S. COAST GUARD

SIGNATURE OF ISSUING AUTHORITY

You are required to sign and keep these orders with you at all times. All previous orders you have are void and are to be destroyed.

SIGNATURE OF RESERVIST

MOBILIZATION ORDERS

FOLD ALONG THIS LINE

Once you are accepted for duty: You may be required to serve for the duration of the emergency and six months thereafter.

FOR CIVIL DEFENSE/MILITARY AUTHORITY

The bearer of these orders holds a first priority mobilization assignment in the United States Coast Guard. Possession of these orders and proper uniformed services identification card constitutes the authority to pass this person through civil defense and military zones enroute to his duty station.

FOR MILITARY TRANSPORTATION AND DISBURSING OFFICERS

These orders constitute the authority to open a military pay record for the person identified on the reverse side. Endorsements, travel documents and disbursing vouchers will cite current year appropriation data for active duty personnel.

Figure 3

Revised courses for E-3's

In the January 1983 Corresponder, the Coast Guard Institute announced the removal of all MRN E-3 materials from the Seaman and Fireman correspondence courses (course codes 0451 and 0450). A new MRN (Military Requirements) course entitled "Military Requirements for E-3" has been developed to test these practical factors.

New editions of the Seaman Course (Edition 8) and the Fireman Course (Edition 9) are now available. All students currently enrolled in Edition 7 of the Seaman Course and Edition 8 of the Fireman Course must complete these editions by 1 June 1983.

All Reserve students who enroll in the new editions of the Fireman or Seaman courses must also enroll in and complete the new MRN course to be eligible for advancement to E-3. The short title of the new course is MRN-E3 and not MRN-3 as originally reported in the January 1983 Corresponder.

Another revision to the existing Fireman Course pamphlets and end-of-course tests is also in progress. You will be notified of that new edition in a future issue of the Corresponder and The Reservist.



brief comments

Get the credit you deserve

If you are being recommended to participate in the next service-wide advancement competition, you will be asked to verify and sign an "Advancement Recommendation and Examination Request" (CG-4716).

This form should contain all the information which is used by the Coast Guard Institute, along with the results of the service examination, in compiling the advancement eligibility list which will furnish the basis for Reserve advancements.

The information on the CG-4716 --which includes time in pay-

grade, medals and awards earned, etc.--can entitle you to extra points in the advancement competition. It is important to check carefully to ensure that all the entries on the form are complete and correct.

You are the only person who can fully verify that all pertinent information is included, and it is your responsibility to do so. Your signature on the bottom of the form means that you have satisfied yourself that the information on the form is fully accurate before you turn it in.

Winning bonus points

ALDIST 304/82 announced Bonus Point Award for the first-attempt completion of end-of-course tests for the April 1983 Reserve service-wide advancement competition. To clarify procedures for subsequent service-wide competition, the following guidelines are provided:

- (1) Bonus points for Reserve service-wide advancement competition will be awarded only when the member passes the first end-of-course test for the exam rate (the rate to which the member desires to be advanced);
- (2) if a member did not pass the end-of-course test on the first

attempt prior to 1 November 1982, that member may take one retest to gain bonus points;

(3) in accordance with ALDIST 304/82, if the member is competing in the April 1983 Reserve-administered service-wide examination, the bonus point retest must have been taken prior to 1 February 1983;

(4) if the member is not competing in the April 1983 Reserve-administered service-wide examination, the bonus point retest must be taken prior to 1 July 1983, regardless of when the member plans to take the Reserve-administered service-wide exam.

Correspondence courses come before attendance

Reservists who plan to attend the Port Safety and Security Course for enlisted personnel are reminded that they must complete the PS3 correspondence course first. Similarly, reservists scheduled to attend the Port Safety and Security course for CPO's and officers must complete either the PS3 or the PS Basic correspondence course first.

If you have not yet ordered your appropriate and necessary correspondence course, see your Reserve unit training officer.

Changes at school

If you're returning to Alameda for school this summer and haven't been there in recent years, you can expect some changes.

The Training Center has closed down, so you won't be seeing recruits double-timing on the island as you may have in the past. And if Government Island seems busier than you remember, it's because the Twelfth Coast Guard District offices have moved from downtown San Francisco to Alameda.

Your training schedule at Alameda has changed, too. This year, reservists will report for school on Sunday (not Monday) and will perform 13 days of ADT instead of 12.

Those of you scheduled to return to school on the east side of the country at the Reserve Training Center in Yorktown, Va. can expect to see some changes, too.

A three story classroom building is currently under construction located between Lincoln Hall and the gymnasium. And you won't see the CGC Reliance resting at the Yorktown pier. The cutter was transferred to the Seventh District last summer.

HS Class C dates

The HS cross training school dates have just been announced. Cross training for former DTs will be held at USCG Academy, New London, Conn. for ten weeks. Dates are 8 Aug 1983 and 9 Jan 1984.

Cross training for former HIs will be held at USCG TRACEN Cape May, N.J. for five weeks.

Dates are:

2 May 1983
20 Jun 1983
8 Aug 1983
26 Sep 1983
16 Nov 1983

Additional convening dates for calendar year 1984 will be published as they become available.

To advance, be current

The Reserve Administrative Manual (COMDTINST 11001.26) requires that you maintain currency in the correspondence course you complete for the rate to which you seek advancement. The advancement rate course that you complete is automatically valid for at least three years, whether or not it is updated by a new edition. However, if new editions of your correspondence course are developed, you will eventually need to take them to remain current. This requires planning.

You must consider two factors: the date your CO recommends you for advancement and the date the new-edition course became available. If at the upcoming recommendation date your course date of completion is more than three years old, and a new edition has been available for at least one year, the old edition will be insufficient toward maintaining currency. You will have remained current in your course requirement only if you completed the new edition in time for the course completion letter to arrive at your unit by the recommendation date.

Keep in mind the advancement recommendation and examination

request, form CG4716, must be processed in time to reach the district Reserve office by 1 February for the April SWE and 1 August for the October SWE.

Your best bet is to complete the course well in advance of the recommendation date. The Admin Manual requires that the CO have in hand documentary evidence of your required correspondence course completion in order to recommend you for SWE participation. Suitable documentary evidence is considered to be the official completion letter from the administering activity (CG Institute for most Reserve ratings).

The Institute's monthly newsletter, the Corresponder, provides notice of revised rate correspondence courses as they are made initially available. New edition rate courses announced over the past months have been: BL3, SS2, PS3 (new), RI2, SK1, RI1, TT1, IKG, SK3, TT2, ET1, EI2, ET2, and ST1.

For those of you preparing for advancement to these rates, double-check your currency of completion to ensure you meet this important eligibility requirement.



Cutterman insignia now within reach

The Cutterman Insignia brings recognition to Coast Guardsmen who have endured the rigors and inherent dangers of sea duty while performing tasks in keeping with their grade and rate.

Change One to the Personnel Manual has revised the qualification criteria of the Cutterman Insignia. Reservists now have a realistic opportunity to earn this insignia during ADT and augmentation training. The original requirement for both officers and enlisteds was acquisition of five cumulative years of successful sea duty. The revised requirements delineate specific relevant performance objectives for officers and enlisteds, and eliminate the requirement to have five years aboard a ship.

Enlisted candidates must be able to demonstrate a sound general knowledge of the functions and missions of the ship. Records of sea duty will be assessed. Enlisted certification of eligibility will be granted by the commanding officer. A board consisting of the commanding officer and two qualified cuttermen will certify officers.

For a thorough explanation of the new requirements, read Change One, Section 6-C of the Personnel Manual.

Welcome to Captain

The Captain Selection Board convened on 8 November 1982 and named the following commanders to the grade of captain:

BERNSTEIN, David
BROCK, Michael T.
BROOKS, Larry D.
BUERLE, David E.
CHRISTIAN, Bobby G.
DEIARTINI, Clifton C.
DONOVAN, John G.
GAIZUTIS, Peter J.
HAIGHT, William S.
HARASTA, Joseph H.
HELBEL, Larry E.
HEILING, William C.
HUREAU, Paul H.
HURST, Herbert H.
ISHAM, Robert C.
JOHNSON, Philip C.

KUNKEL, Carl E.
LEIDLEY, Norman W.
LILING, Gary D.
MILLER, Clinton R.
MYERS, Robert E.
NOE, Thomas P.
PARADA, Ernest A.
PROUDFOOT, David W.
SLONCEN, Robert E.
SMITH, Frederick A.
SPELIAN, Clifford G. JR
TASKER, James E.
TAYLOR, Bernard C.
THOMAS, Brian C.
TURNBAUGH, Jesse D.
WICKLEY, Albert A. JR

Congressman salutes Coast Guard women

Mr. Gerry E. Studds (D-Massachusetts) combined history with appreciation in the following speech he delivered to the House of Representatives commemorating dedicated Coast Guard women, past and present.

"November 23, 1982 marked the 40th anniversary of President Franklin Roosevelt's signature on legislation that allowed women to serve in the U. S. Coast Guard. As with the other Armed Forces during World War II, the Coast Guard needed all the men available for duty aboard combatant and noncombatant ships all over the world. In order to free men for duty in the combat zones, Women's Reserves were established in all the services. The unofficial nickname given to Coast Guard Women Reserves could not have been more apt. Taken from the first letters of the Coast Guard's motto and its English translation, the term SPAR (Semper Paratus - Always Ready) came to denote these dedicated women.

The SPAR corps began with fewer than 200 women who voluntarily left the Navy Women's Reserve to form the nucleus of the Coast Guard Women's Reserve. By the end of World War II more than 11,000 women were serving as SPARs in many different fields: parachute rigger, radio technician, gunner's mate, cook, musician, and boat coxswain to name a few.

With the end of the war, the general demobilization, the SPAR corps was gradually disbanded. In July 1947 Congress terminated authority for a Women's Reserve in the Coast Guard and soon thereafter all women were discharged from the service. But two years later, the Coast Guard

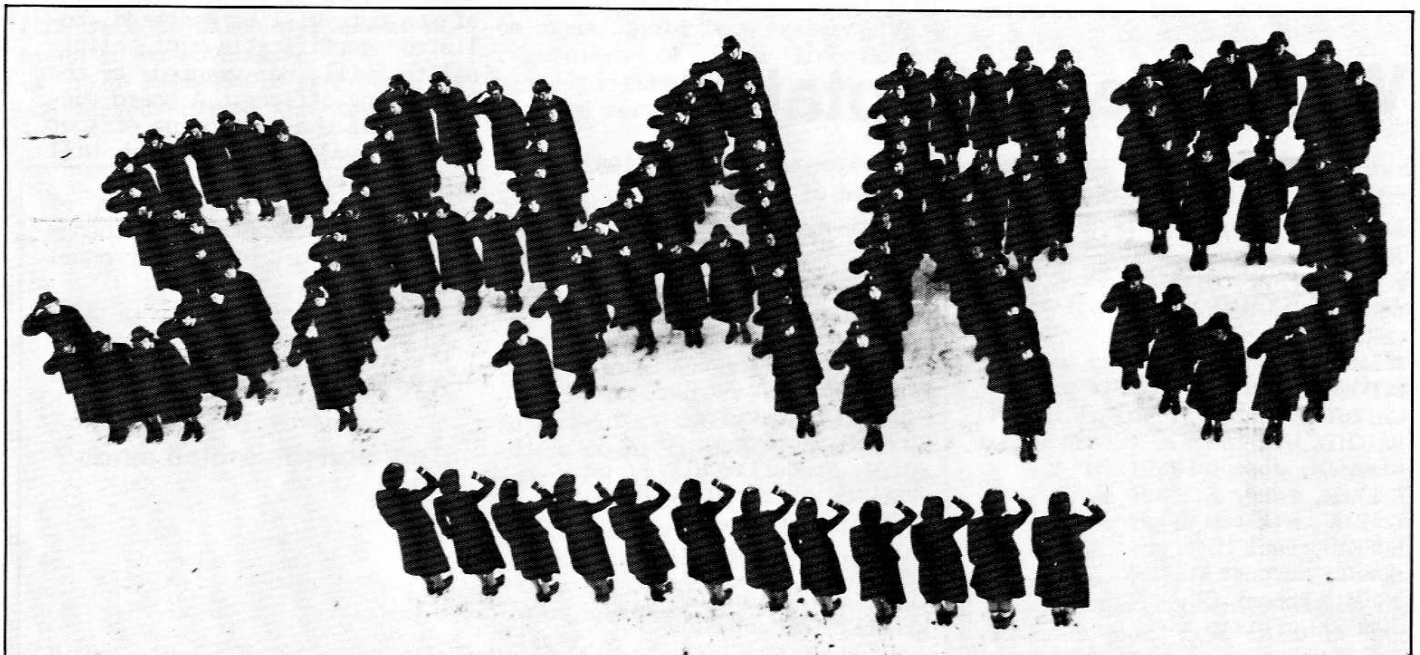
Women's Reserve was re-established and women were employed in various capacities and in small numbers up to 1972.

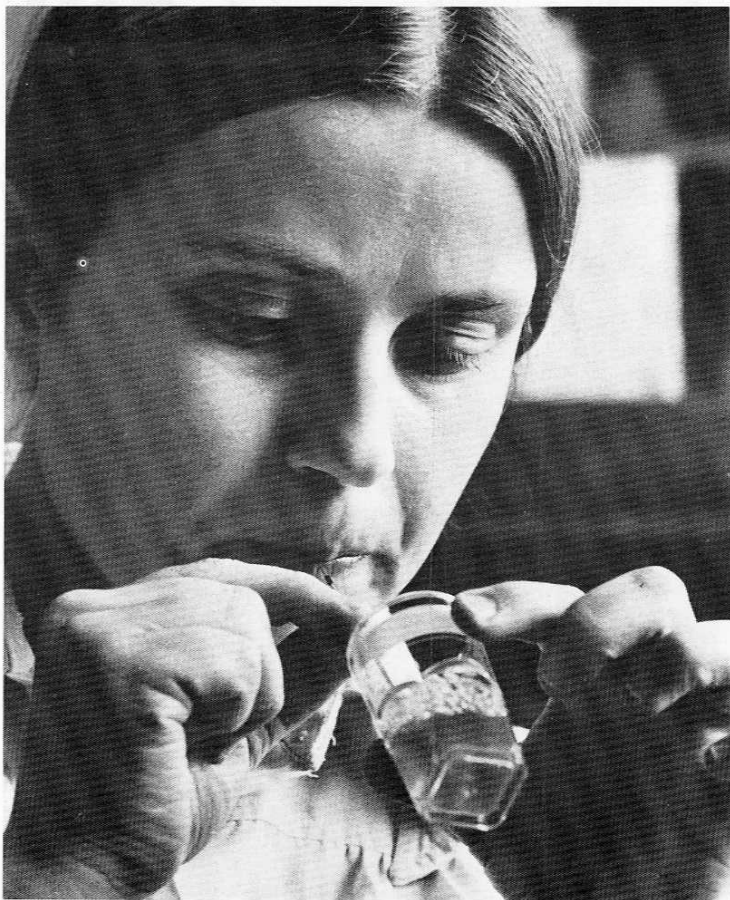
In 1972, the Coast Guard convened a board to study the subject of women in the Coast Guard. The board recommended that the Women's Reserve be expanded with a view toward expanding opportunities for women and, eventually, integrating them into the regular Coast Guard.

In 1973, women began to be actively recruited into the enlisted grades and also in that year women were admitted to Coast Guard officer candidate school. This marked the first time women had been fully integrated into any of the Armed Forces' officer training programs. Late in 1973, Congress voted to abolish the Women's Reserve--and SPARs-- in order to create a unified Coast Guard Reserve.

More specialties were opened to women later in the decade of the 1970s. In 1976, women were allowed to enter aviation maintenance specialties and to train to become pilots. Also in that year, women were-- for the first time-- admitted to an academy of one of the Armed Forces: the U. S. Coast Guard Academy. In 1977, all prohibitions against women serving in certain assignments, duties, and specialties were dropped, and the Coast Guard assigned women to military vessels for the first time in U. S. history.

Today, Coast Guard women are routinely serving aboard ships in all capacities from storekeeper to sonar technician, a position considered to be combat-related and, thus, closed to women in the Navy. Women now command Coast Guard cutters and fly Coast Guard aircraft.

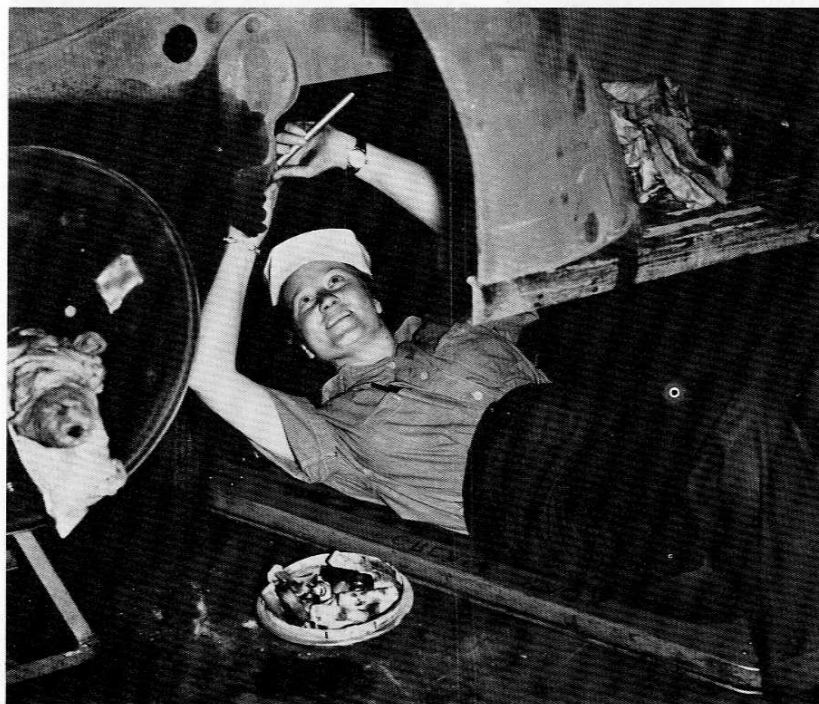




Since 1942, women have served in the Coast Guard with distinction. They can be proud of their long association with a service as distinguished and extraordinary as the Coast Guard, and the Coast Guard, in turn, may congratulate itself for reducing prejudice and eliminating misguided restrictions governing the role of women in our

nations's Armed Forces. The partnership between the Coast Guard and its female personnel is a relationship which strengthens both, and which I can predict with confidence will grow even stronger and beneficial to the country in future years.

TO THE WOMEN OF THE COAST GUARD...WE SALUTE YOU!"



Reformed Uniform Regulations

What's black and waterproof and fits in a briefcase?

Give up?

The umbrella we've all been waiting for! Yes! Uniform apparel now officially includes unadorned folding umbrellas with straight handles.

ADM James S. Gracey, our Commandant, has approved several suggestions recently proposed by the Coast Guard Uniform Board. The board deliberated long and hard at Headquarters for one week last November and considered many uniform regulation recommendations. Those suggestions that were approved by the Commandant were announced in two ALDISTs in January and February. ADM Gracey also mentioned some in his State of the Coast Guard Address.

The changes affect Coast Guard reservists and regulars from head to foot. Effective dates, phase-in periods and administrative details have not been officially determined for all of the forthcoming changes. Some of the major changes follow. New regulations that are effective immediately are marked with an asterisk. More details will become available as official changes to the Uniform Regulations Manual are published.

Crew for you and V for me? For uniformity and comfort's sakes, V-neck undershirts will be phased in as the standard issue undershirt for men. Along with this change, undershirts must not be visible when you wear your tropical short sleeve shirt. However, you may still wear crew neck undershirts under long sleeve shirts with a collar and tie.

Gray Coast Guard gloves will soon be a collector's item. We're witnessing the last of them. All hands, including officers' and chiefs', will be gloved in black* henceforth.

What about baseball-style caps? These may be worn when you're on board units. The caps must be dark blue and have a full front panel where unit names may be inscribed in gold block letters*. Logos are not allowed.

Touche, la'an. The sword is yours. Women officers, when required to sport a sword, must wear slacks, not skirts.

Longer skirts are "in." Skirt length will soon range from the crease in the back of the knee to two inches below the crease.

Shorter shoulder boards (reduced to three-quarter size) for women officers will improve the appearance of their uniforms. Also, women officers' dinner dress white jackets (and optional full dress whites and service dress whites) will have shoulder boards instead of sleeve striping.

It's almost all over for the all-weather coat. This item is being phased out of the enlisted inventory. You have an umbrella now, remember? But there's even more on the way to protect you from inclement weather. The all-weather coat is being

replaced by an issued reefer and raincoat. The reefer is promised to be of good quality, warm, and even water-repellant. The form-fitting raincoat is also promised to be warm and of good quality. It will probably be water-repellant, too. Overcoats for enlisteds will remain optional. An officer's overcoat design is being developed.

The old style Navy safety shoe will be replaced by an improved mid-calf Air Force safety boot. White canvas boat shoes* have been authorized for wear in and around boats.

Tie tacs and tie clasps have been authorized for men and women as long as they display Coast Guard insignia only.

CPOs will wear collar devices on the lapels or collars of their authorized outerwear to be readily identified.

Sweaters--new and old. The Air Force woolly pullover* has been approved for men and women as an optional uniform item. It may be worn (without insignia) with the work and undress uniforms. Also, a lightweight, wool, navy blue, V-neck sweater has been approved and will soon be phased in. The blue cardigan sweater for men and women remains optional. The tank top and black Navy cardigan sweater for women will be discontinued.

A new optional uniform for men and women has been adopted--winter dress blues*. This uniform consists of dress trousers/slacks, a shirt of matching fabric and color with appropriate insignia, a four-in-hand necktie, and combination or garrison cap. It may be worn as a substitute for service dress blue bravo in accordance with the guidelines of your command.

What do you do with a redundant uniform? Discontinue it, of course. Such is the fate of the tropical white (short sleeve shirt) uniform.

You may be curious about some of the suggestions that were not adopted.

Soft shoulder boards may be good enough for the other services, but they're not good enough for us. Similarly, the Coast Guard will carry on without adopting the Air Force's new style short sleeve shirt. We'll take steps to make the old Coast Guard shirts in our inventory even better.

Work uniforms must still only be worn on the work site--not to it or from it. Neckties will not be worn with the work uniform on any occasion. Only plain brass belt buckles will be authorized in the future; adorned buckles will be phased out. The all-weather coat is still good for officers. A belted raincoat will be investigated.

Read changes to the Uniform Regs Manual to keep up with new regulations that were approved with your comfort, appearance and welfare in mind.

M&R team is rich in resources

Story and photos by PA1 Don L. Roberts



Above-- Sparks fly as MK1 John Schloth welds parts for the USCGC Yocona.
Below-- EMC Michael Cox checks a newly-installed control panel.



Reserve Group Astoria, Oregon has a unique team of men in its Maintenance and Repair detachment. They have saved the Coast Guard thousands of dollars yearly since 1979 when three reservists united to augment the engineering department of the CGC Yocona. The scope of the team's undertakings has increased with its membership. The responsibilities of the talented group, now seven-strong, include design, fabrication, and installation of ship engine systems and units.

The reservists have worked aboard the CGC Yocona (WMEC-168), CGC Iris (WMEC-395), CGC Sedge (WLB-402), and several other ships and shore units on the Oregon coast. They have labored double weekends and many 16-hour days to complete projects so Coast Guard vessels could meet their underway commitments.

LCDR R. T. Glynn, former CO of the CGC Iris, described the group's talent. "The team is made up of reservists who are commercially employed as a diesel supervisor, electronics specialist, marine electrician, welder, metal fabrication foreman, and a pipe fitter foreman. These personnel have proved themselves to be extremely competent and highly motivated. Additionally, the ship's personnel have received valuable training from the reservists while assisting in the projects."

Present team members are EMC Michael Cox, LMC Tim Smith, LMC John Schloth, LMC Bob Simons, LMC Rick Volpel, ET1 Michael Swanson and LMC2 Ralph Johnson.

LT Tony Barcellos, Engineering Officer aboard the CGC Yocona has high praise for the work the reservists have done. He acknowledges he could use more qualified maintenance specialists if they were available. "Augmentation from the Reserve helps keep the Yocona going," he said.

CAPT Charles Reid, former CO of the CGC Yocona, agrees. "Many of the projects which the reservists have done would have only been completed during annual availabilities. In fact, some of the projects were previously submitted as CSMPs (Current Ship Maintenance Projects). By using the reservists to accomplish planned projects instead of exclusively performing routine maintenance, their value is readily apparent. I have also found that the reservists produce high quality results when challenged with a meaningful project they can handle from start to finish. Their effort has improved the vessel's habitability and machinery reliability making for greater dependable operational readiness."

The team works!

Union Banner

671 10th St., Carlyle
Phone 594-3131

Local reservist participates in flood evacuation

The extensive flooding along the Mississippi River in early December brought several U.S. Coast Guard reserve units out on active duty. A member of St. Louis Coast Guard Reserve Unit B, Richard W. Golding of Carlyle, assisted in the emergency evacuation of Times Beach, Mo.

Boatswain Mate Chief (BMC) Golding and other members of his reserve unit were requested by Times Beach officials to rescue the town's residents who were trapped in their homes by the flooding Meramec River.

Golding said over a hundred citizens were taken to safety by Reserve Unit B Personnel.



Reservists to the rescue

Story and photos by PA3 Gary L. Speer

The Union Banner's account of Reserve flood evacuation assistance during December probably satisfied its average subscriber. Members of St. Louis Coast Guard Reserve Unit B were activated for emergency flood duty and did rescue trapped residents of Times Beach, Mo. But there was more to the story than a "man against nature" conflict.



Between wrestling bouts with turbid rising waters, reservists faced the task of persuading people who were often stubborn or ambivalent to leave their flooded homes for emergency shelters. The successful experience evoked feelings of confidence, compassion and relief from the rescuers.

Early December had been unusually wet for the St. Louis, Mo. area. Meteorologists explained that the seemingly endless rainfall resulted from a weather system stalled out over the Mississippi River Valley. The incessant rain soon became the concern of thousands of river valley residents.

Inevitably, the sodden ground reached its saturation point. Runoff caused the Mississippi River and a number of tributaries to reach high water marks the river hadn't touched in years. When the water reached menacing heights, St. Louis B members were summoned for temporary active duty.

The St. Louis B reservists were accustomed to telephone surveys from their unit. But the purpose of the call they received Friday, December 3, was not to determine the unit's call-up readiness. After a polite greeting, the reservists were informed that they were needed to assist with emergencies caused by the flooding.

The first group of reservists assembled for flood duty Sunday morning at the St. Louis Coast Guard base. A second group was called out on Monday.

For many of the reservists, flood duty was not a new experience. In the past, the Mississippi River had provided those reservists "opportunities" to learn and practice the skills needed to

perform life and property-saving operations.

Newer unit members were initiated quickly. They knew they belonged to a team that had a mission and a plan and the resources to make it work. This created self-confidence and pride. While the flooding was not cause to celebrate, the reservists enjoyed the chance to apply their training in a life-threatening situation. For the reservists, the riverfront community of Times Beach was a submerged land of opportunity.

Dozens of citizens were trapped in their homes by the overflowing Meramec River. Times Beach officials requested the Coast Guardsmen to transport the stranded residents to higher ground.

Under the direction of LCDR Harold E. Hughes, two punt teams set up a Reserve operations site where the Coast Guard rescuers established and maintained contact with the town's police force. Soon after, mounting swollen waters, the rescue crews set out to retrieve stranded victims.

Many residents were more than happy to have a boat ride to dry ground. Other homeowners, hoping for an early crest, declined the first offer to dry shelter. For some residents the decision to desert was made as flood waters lapped about their knees. Others decided to abandon hope only after they were forced to retreat to the second floor or roof of their homes.

Reluctance on the part of homeowners to leave their property at the mercy of the roiled waters toughened the reservists' job. The location and number of "holdouts" had to be noted. The rescuers knew that eventually these people would have to leave their homes to save themselves.

As daylight faded, the reservists advised the few remaining residents that no other evacuations would be available until dawn. That "sales pitch," and the fact that a crest still had not been reached, induced the most stubborn homeowners to board the punts and head to emergency shelters.

Before the day had ended, additional rescue teams were summoned to Times Beach. More than a dozen punts manned by both Reserve and regular Coast Guardsmen were used to evacuate the townspeople. Rescue operations continued far into the night.

In the week that followed, St. Louis B personnel were involved with other flood-related "opportunities" at submerged local areas.

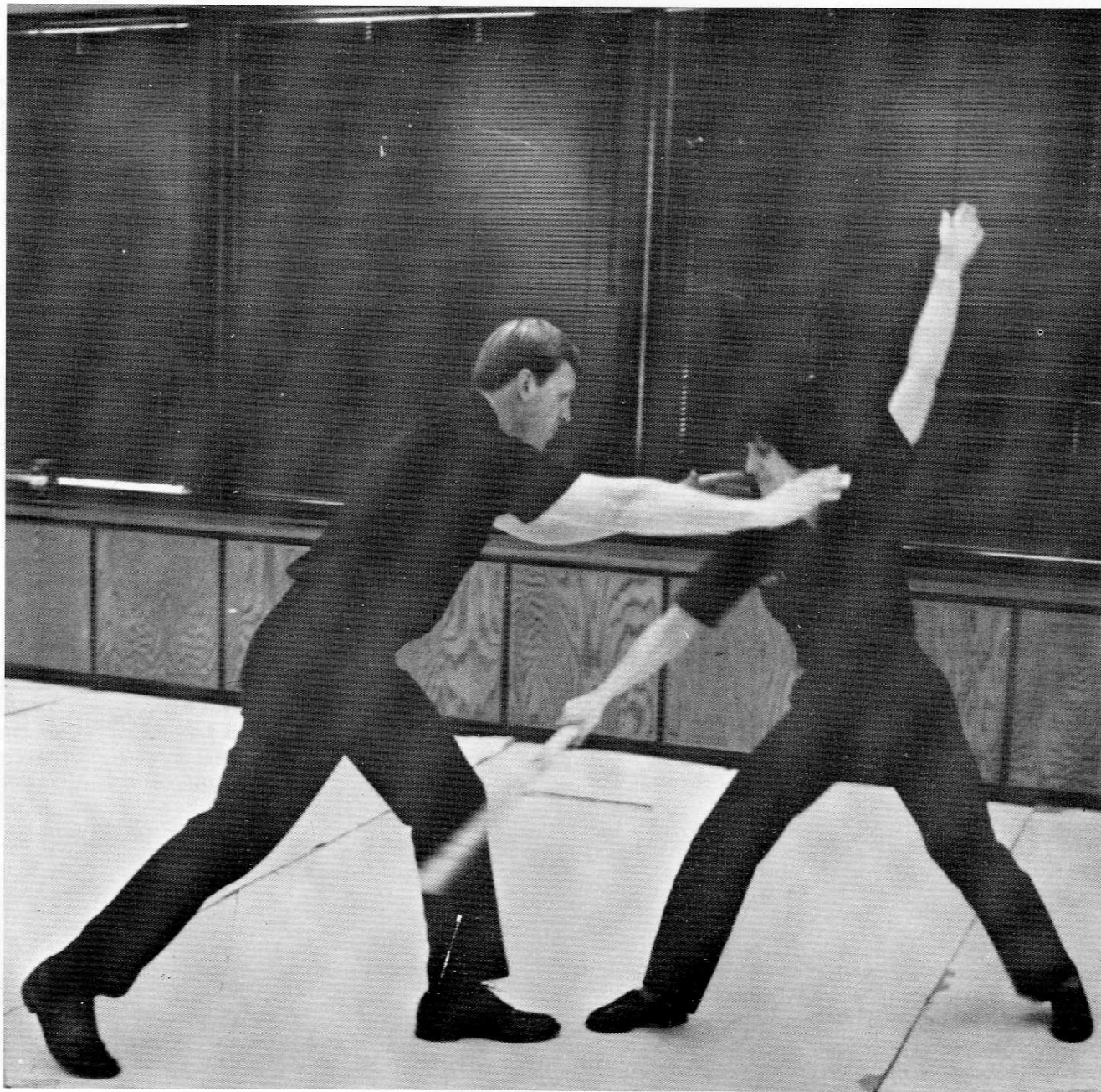
During the flood emergency evacuation, the reservists experienced moments of discomfort, hunger, frustration and fatigue. The story had a happy ending though, and this is what the rescuers remember.



Opposite page, top-- BMC Richard Golding and PS2 Greg Pfeiffer of CGRU St. Louis B check residents of flooded Times Beach business. Bottom-- Patio becomes boat dock as resident evacuates home. PSC Gregory Huber mans the rescue punt boat. Left-- Reservists help flood victims ashore at Coast Guard landing.

Extra training enhances rating

Story and photos by RMCS Tom Wiltsey



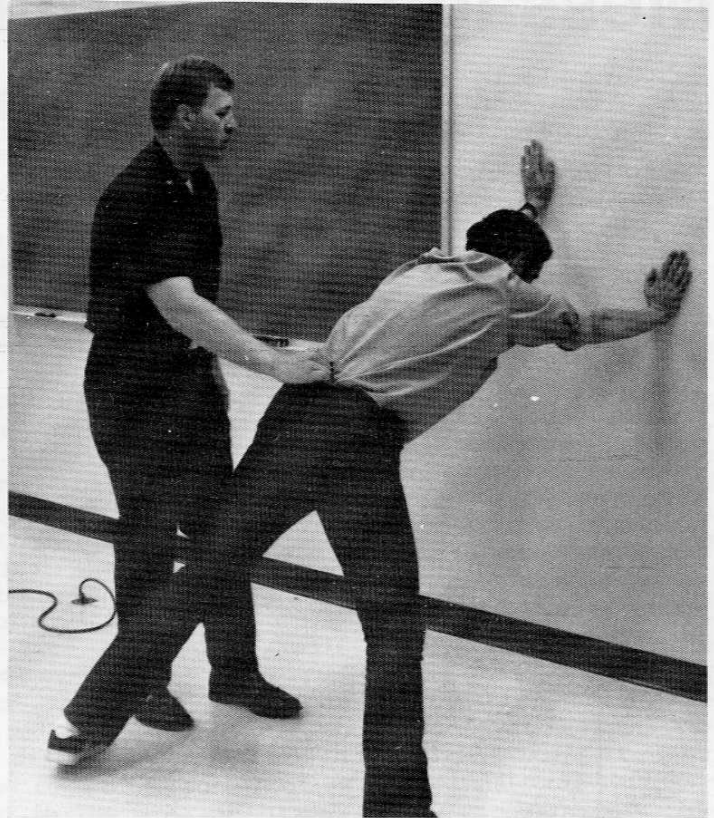
Inter-agency training can provide reservists with an opportunity to review and practice some of their rating skills.

Rate training for Port Security requires specialized facilities and instruction that can be difficult to procure. Recently, Second District Coast Guard Reserve Unit 02-83153, Omaha, Nebraska, took advantage of the facilities of the Omaha Police Division to conduct training on the use of the police baton, apprehension, arrest procedures and search methods.

The Omaha Unit is fortunate in having PS1 David Schlotman, an Omaha Police Academy instructor, and PS3 Don Osterhaus, an Omaha Police Sergeant, assigned. These men arranged the use of police facilities and organized the instruction. Due to their effort, the Port Security men and women of Coast Guard Reserve Unit Omaha completed their CG-3303 practical factors.

Having police officers assigned to the unit aided Omaha in meeting its training requirements, but it was not a prerequisite. LCDR J. S. Beasley, Commanding Officer of the Omaha Unit, believes a working relationship with local law enforcement and fire agencies can easily be developed into a training relationship that can strengthen the cooperation between all Coast Guard districts and local agencies, and enhance the Reserve Port Security training.

Omaha Executive Officer, LCDR John Janca, an Omaha Police Sergeant, anticipates expansion of the training to include other rates in general security procedures. With the continued cooperation of Omaha Police Chief Wadman, the Omaha Coast Guard Reserve Unit will maintain readiness in the highest tradition of the service.



Opposite page-- Baton in hand, PS2 Mittelsdorf practices the "Lamb Method" to stop an assailant (PS1 Schlotman). Above-- PS1 Schlotman demonstrates the wall search technique. Below-- PS2 Mittelsdorf practices correct handcuffing procedure on PS1 Schlotman.



Message in the Titanic's wake

"Today marks the 71st anniversary of the tragic sinking of the British luxury liner RMS Titanic after striking an iceberg in position 4046 N 5014 W. We take pause to remember the more than 1,500 lives lost. May they rest in peace."

On April 15, 1983, the Coast Guard International Ice Patrol will add the above message to its daily report to ships moving through the trans-Atlantic shipping lanes. Each year on this date, the message is sent as a traditional mourning for one of the greatest maritime disasters of all time.

In another traditional observance of the tragedy, a Coast

Guard Hercules C-130 will fly some four hundred miles southeast of Newfoundland to drop a ceremonial wreath near the spot where the Titanic went down. The flight will take about two hours, and the Ice Patrol crew will also search for icebergs along the way.

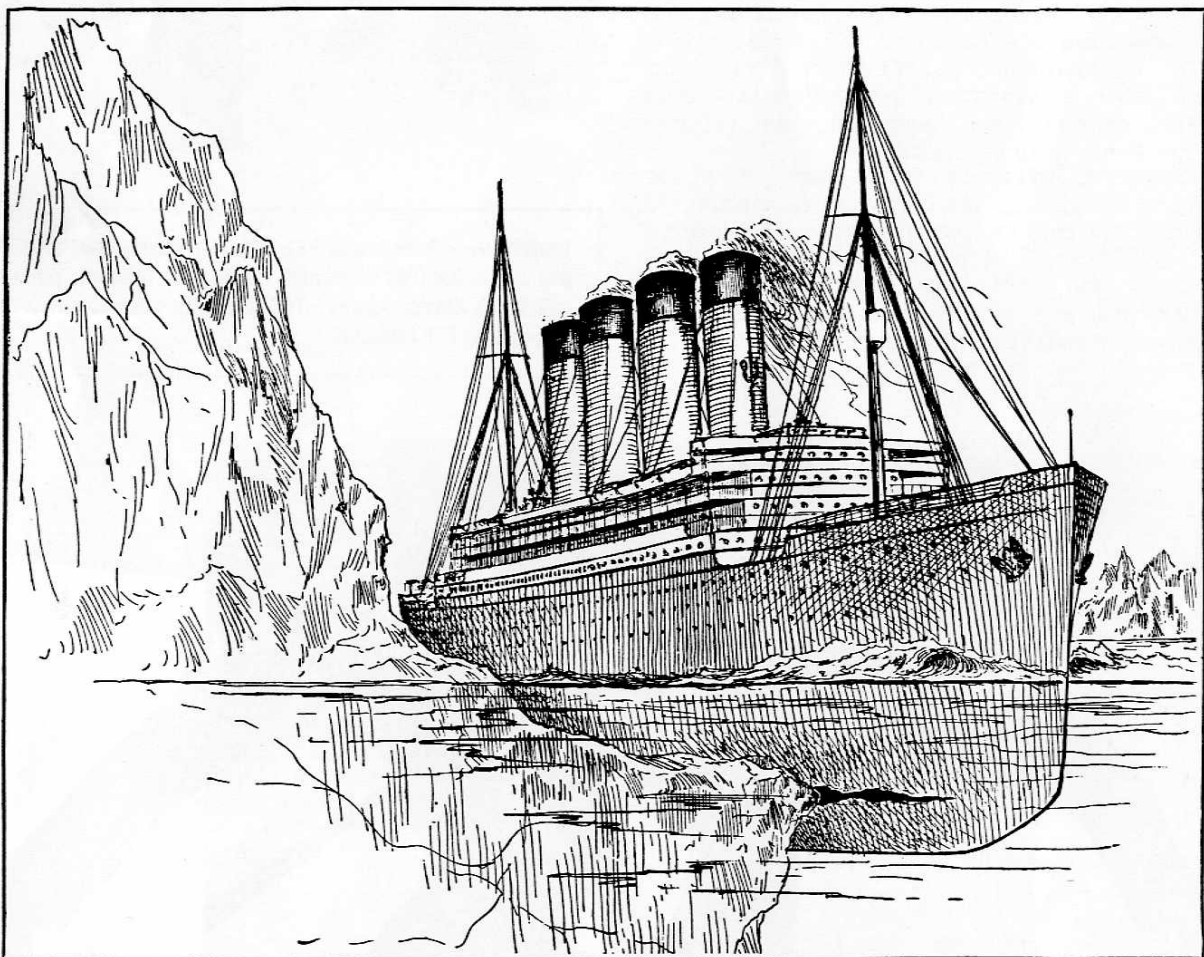
The Titanic, while on its maiden voyage from South Hampton, England to New York, struck an iceberg about 95 miles south of the Grand Banks of Newfoundland shortly before midnight, April 14, 1912.

At that time the Titanic was the largest and most luxurious ship afloat. With its double-bottomed hull and sixteen water-

tight compartments, it was considered unsinkable. However, the iceberg ripped a 300-foot hole in the ship's right side that ruptured five of its watertight compartments. The Titanic went down at 0220, April 15th, with a loss of 1,513 lives.

As a result of the disaster, international rules were drawn up requiring lifeboat spaces for every person aboard a ship (the Titanic had 1,178 lifeboat spaces for 2,224 persons aboard); that lifeboat drills be held during each sea voyage; and that ships maintain a 24-hour radio watch.

The International Ice Patrol also was established to warn ships of icebergs in North Atlantic shipping lanes.



opportunities

Scholarships for scholars

One LT with significant data base management experience for duties as project officer of pollution incident reporting system. ASAP for 365 days CGHQ (G-WER-4).

Six E-5/E-6 with data submission and editing experience or college data management courses to assist in data maintenance, submission, and editing in support of pollution incident reporting system. ASAP for 365 days; one each at CCGD2 (mep); CCGD3 (mep); CCGD5(mep); CCGD8 (mep); CCGD12(mep); CCGD13 (mep). For further information contact LT Jerry Brown at CGHQ, commercial (202) 426-9571 or FTS 426-9571.

One O-3 or below with experience in financial analysis and computer financial programing. One SK or YN E-6 or below with experience in computer programing. ASAP for 120 days at CCGD8 (dfm), New Orleans, LA. Submit resume and CG-3453 via chain of command to COMDT (G-RT).

One O-2/ O-3 with business, administrative or management education or experience, for temporary staff assistance in managing time-sensitive administrative requirements imposed on foreign/domestic travel, "REFORM 88", "CARE" program, GAO/IG audits and other programs. ASAP for one year at CGHQ (G-CIA). For additional information contact Mr. Niezgoda at CGHQ, (G-CIA) commercial (202) 426-2358 or FTS 426-2358.

Forty college scholarships worth up to \$500 each will be awarded for the 1983-84 school year to members of the Reserve Officers Association (ROA) of the United States, the Reserve Officers Association Ladies, or their children and grandchildren.

Known as the Henry J. Reilly Memorial Scholarship Program, the awards honor the late Army Reserve brigadier general who was ROA's first president, 1922-23. Twenty-five scholarships were awarded in 1982 in what ROA described as its "modest contribution to bridging the funding gap" in a time of drastically declining availability of public scholarship funds.

ROA also noted that scholarships may "help recipients become more productive citizens and incline them more toward support of ROA's mission in the area of national defense."

Applicants must be attending or accepted for full-time studies at a college or university. They must maintain at least a 3.0 grade point average on a 4.0 scale, be of good moral character, and show appropriate leadership qualities.

Consideration will be given to academic achievement in high school and potential for college success. Financial need also will be a factor.

Scholarships to publicly supported junior and community colleges having minimum tuition and fees are excluded.

Application forms are available from the Chairman, Scholarship Board of Trustees, Henry J. Reilly Memorial Scholarship Fund, ROA, 1 Constitution Ave., N.E., Washington, D.C., 20002.

ROA was founded in 1922 and chartered by Congress in 1950 to advise on matters of national security. Membership includes 126,000 officers of all services, Reserve, regular and retired.

MSC positions

The Military Sealift Command (MSC), under the Department of the Navy, continues to have a number of civilian marine positions open to qualified Reserve personnel. Pay is excellent and the potential for substantial overtime earning in many positions is high.

Immediate employment is not available for all positions, but qualified applicants will be placed on employment lists for future consideration. Also, applicants must have the appropriate U. S. Coast Guard Merchant Marine Document or validated documents with the necessary endorsements.

Below are positions which are now available. For more information, write: Commander, Military Sealift Command, Washington, D.C. 20390, Attn: Marty Bloom, M-22-C.

West Coast

First officer (prefer applicants possess unlimited Master's license)

First Assistant Engineers (Diesel/ prefer applicants possess unlimited Chief Engineer's Diesel license)

Radio officers

Deck Engineer-Machinists

East Coast

First Assistant Engineers (Diesel)

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